

# Motorcyclists in Crashes (2014)

## Motorcycle Fatal Crashes & Fatalities Five-Year Trend

	2010	2011	2012	2013	2014
Motorcycle Fatal Crashes	73	88	80	87	54
Total Fatal Crashes	616	609	642	621	589
Motorcycle Fatal Crashes as Percentage of Total Fatal Crashes	11.9%	14.4%	12.5%	14.0%	9.2%
Motorcyclist Fatalities	75	95	83	92	55
Total Fatalities	668	696	708	678	669
Motorcyclist Fatalities as Percentage of Total Fatalities	11.2%	13.6%	11.7%	13.6%	8.2%

### Definitions

A *motorcycle operator* is the person in control of the motorcycle.

A *passenger* is any person seated on the motorcycle but not in control of the motorcycle.

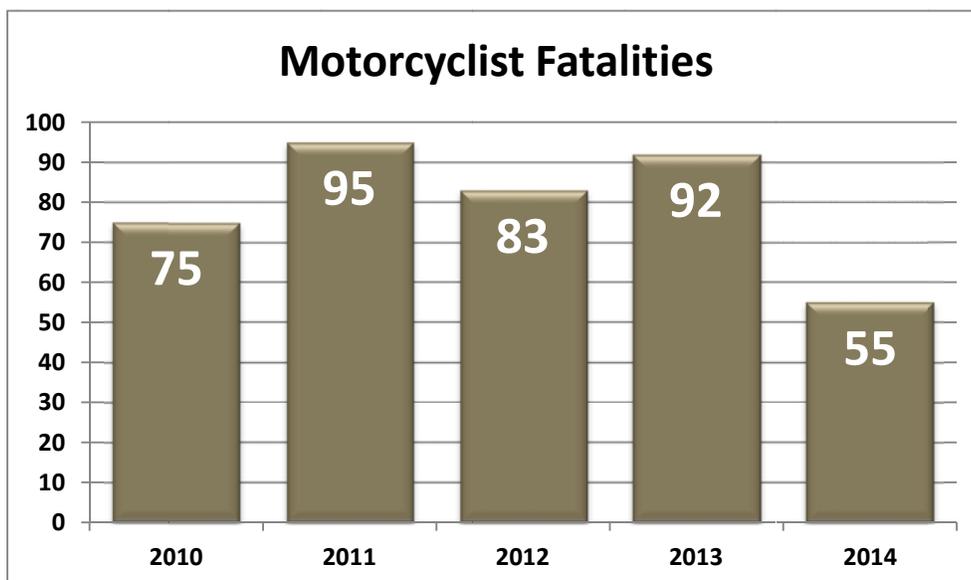
*Motorcyclist(s)* is any combined reference to the motorcycle operator as well as the passenger.

*Serious injury* includes incapacitating injury and non-incapacitating injury.

*Crash injury severity* for this fact sheet is based on the motorcyclist with the most severe injury and does not consider the injury severity of others that may have been involved in the crash.

### Fatalities & Injuries

In 2014, there were 54 fatal crashes that resulted in 55 motorcyclist fatalities. In addition, 827 serious injury crashes resulted in 905 seriously injured motorcyclists.



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- ▶ In 2014, 10.8% of motorcycle operators involved in fatal and serious injury crashes had been drinking
- ▶ Motorcyclist fatalities decreased 40.2% from 92 in 2013 to 55 in 2014
- ▶ Motorcycle driver license endorsements increased 2.0% from 2013 to 2014
- ▶ In 2014, 23.9% of motorcycle operators involved in fatal and serious injury crashes were driving at an unsafe speed



Registrations & Motorcycle Endorsements

In 2014, there were 129,404 registered motorcycles according to the Oklahoma Tax Commission, Motor Vehicle Division. Motorcycle registrations in 2014 increased 2.0% from the 126,882 registered motorcycles in 2013.

Motorcycle endorsements on Oklahoma driver licenses increased from 220,867 in 2013 to 225,332 in 2014, a 2.0% increase.

Fatalities & Helmet Use

Of the 55 motorcyclists killed in 2014 crashes, 63.6% were not wearing a helmet. Helmet use for another 14.5% of the motorcyclist fatalities was unknown. Of the 35 motorcyclists killed and not wearing a helmet, 85.7% were male. Five fatalities were female and all five were passengers and unhelmeted.

Motorcyclist Fatalities (2014) Person Type, Sex & Helmet Use					
		Helmet Use			Total
		Unknown	Not In Use	Helmet	
Operator	Female				
	Male	8	30	12	50
	Total	8	30	12	50
Passenger	Female		5		5
	Male				
	Total		5		5
Total	Female		5		5
	Male	8	30	12	50
	Total	8	35	12	55

Fatalities Age & Sex

Of the 55 motorcyclists killed in 2014 crashes, 90.9% were male. Of the motorcyclist fatalities, 21.8% were age 36-45, 20.0% were age 26-35 and 20.0% were age 46-55.

Operator Age & Sex

Of the motorcycle operators involved in fatal and serious injury crashes in 2014, 22.9% were age 26-35, 21.5% were age 46-55 and 20.0% were age 36-45. The vast majority (94.2%) of motorcycle operators involved in fatal and serious injury crashes were male.

Motorcycle Operators with Fatal and Serious Injuries (2014) Operator Age & Operator Sex						
Operator Age	Operator Sex				Total	
	Female		Male			
	Number	% of Total	Number	% of Total	Number	% of Total
Unknown			3	0.4%	3	0.3%
Under 16	1	2.0%	10	1.2%	11	1.3%
16 - 25	7	14.0%	133	16.4%	140	16.3%
26 - 35	10	20.0%	187	23.1%	197	22.9%
36 - 45	11	22.0%	161	19.9%	172	20.0%
46 - 55	16	32.0%	169	20.9%	185	21.5%
56 - 65	5	10.0%	110	13.6%	115	13.4%
66 - 75			31	3.8%	31	3.6%
76+			6	0.7%	6	0.7%
Total	50	100.0%	810	100.0%	860	100.0%

Excludes one operator with unknown age and sex.

Motorcyclist Fatalities (2014) Motorcyclist Age & Sex			
Motorcyclist Age	Motorcyclist Sex		
	Female	Male	Total
Under 16			
16 - 25	1	5	6
26 - 35		11	11
36 - 45	1	11	12
46 - 55	1	10	11
56 - 65	2	7	9
66 - 75		3	3
76+		3	3
Total	5	50	55

Alcohol-Related

Of the 861 motorcycle operators with fatal and serious injuries, 93 (10.8%) had an alcohol-related driver condition. Of the motorcycle operators with an alcohol-related driver condition, 98.9% were male and 78.5% were age 26-55.

Motorcycle Operator Contributing Factor

Some 23.9% of motorcycle operators fatally or seriously injured were driving at an unsafe speed, 9.6% made an improper act or movement, and 5.9% were inattentive.

A closer look at the primary contributing factor of unsafe speed by motorcycle operators shows that 38.8% were driving at an unsafe speed on a curve or turn, 21.8% were exceeding the legal limit and 14.1% were driving at an unsafe speed for traffic conditions.

Motorcycle Operators (2014) with Fatal & Serious Injuries Operator Contributing Factor		
Contributing Factor	Operators	% of Total
Changed Lanes Unsafely	12	1.4%
Failed To Stop	11	1.3%
Failed To Yield	20	2.3%
Followed Too Closely	30	3.5%
Improper Overtaking	9	1.0%
Improper Parking	1	0.1%
Improper Turn	13	1.5%
Inattention	51	5.9%
Left of Center	16	1.9%
Unknown/No Improper Action	30	3.5%
No Improper Action by Driver	304	35.3%
Other Improper Act/Movement	83	9.6%
Unsafe Speed	206	23.9%
Unsafe Vehicle	17	2.0%
Wrong Way	0	0.0%
Alcohol DUI/DWI	48	5.6%
Drugs DUI	10	1.2%
Total	861	100.0%

Motorcycle Operators (2014) with Fatal & Serious Injuries Contributing Factor of Unsafe Speed		
Contributing Factor	Operators	% of Total
Unsafe Speed - Driver's Ability (Age)	3	1.5%
Unsafe Speed - Inexperienced Driver (Young)	16	7.8%
Unsafe Speed - Exceeding Legal Limit	45	21.8%
Unsafe Speed - For Traffic Conditions	29	14.1%
Unsafe Speed - For Type of Roadway	12	5.8%
Unsafe Speed - Rain or Wet Roadway	4	1.9%
Unsafe Speed - Wind	3	1.5%
Unsafe Speed - Other Weather Conditions	1	0.5%
Unsafe Speed - View Obstruction	1	0.5%
Unsafe Speed - On Curve/Turn	80	38.8%
Unsafe Speed - Impeding Traffic	1	0.5%
Unsafe Speed - Other	11	5.3%
Total	206	100.0%

Time & Day

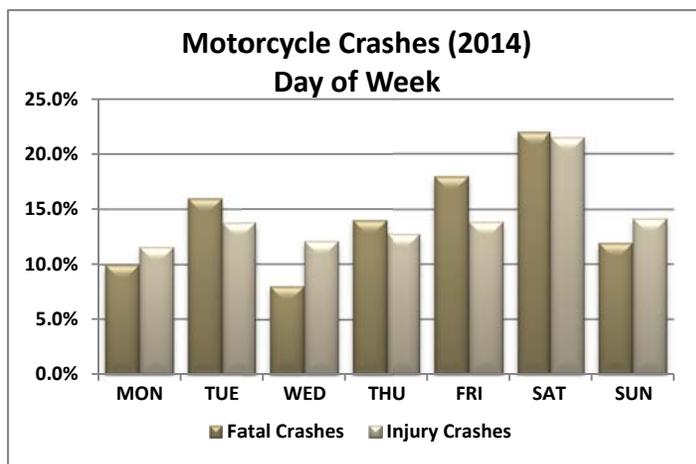
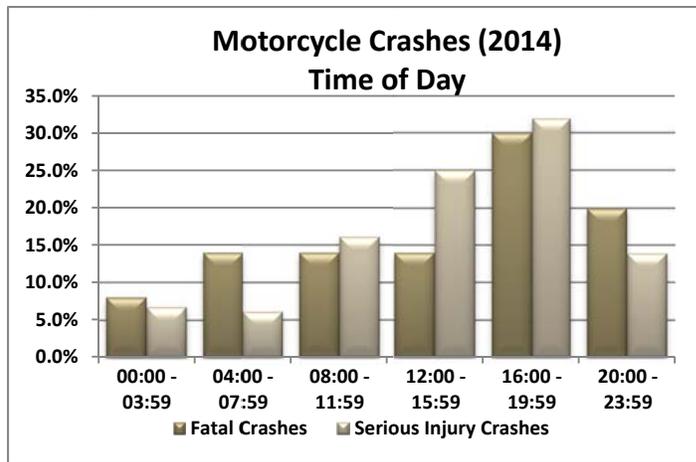
In 2014 there were a total of 50 fatal motorcycle crashes and 803 serious injury crashes.

Both fatal and injury crashes occurred more often between 4:00 p.m. (16:00) and 7:59 p.m. (19:59).

Both fatal and severe injury crashes occurred more often on Saturday than any other day of the week.

Highway Class

- 28.7% of fatal motorcycle crashes occurred on city streets.
- 40.8% of serious injury motorcycle crashes occurred on city streets.
- 40.1% of fatal and serious injury motorcycle crashes occurred on city streets.



Motorcycle Crashes (2014) Fatal & Serious Injury by Highway Class						
Highway Class	Crash Injury Severity					
	Fatal		Serious Injury		Fatal & Serious Injury	
	Number	% of Total	Number	% of Total	Number	% of Total
Rural US Highway	1	2.0%	43	5.4%	44	5.2%
Interstate Highway	10	20.0%	111	13.8%	121	14.2%
Interstate Turnpike	1	2.0%	2	0.2%	3	0.4%
Rural State Highway	14	28.0%	81	10.1%	95	11.1%
County Road	5	10.0%	88	11.0%	93	10.9%
City Street	14	28.0%	328	40.8%	342	40.1%
Urban U.S. Highway	2	4.0%	74	9.2%	76	8.9%
Urban State Highway	1	2.0%	72	9.0%	73	8.6%
Non-interstate Turnpike	2	4.0%	4	0.5%	6	0.7%
<b>Total</b>	<b>50</b>	<b>100.0%</b>	<b>803</b>	<b>100.0%</b>	<b>853</b>	<b>100.0%</b>